

## TESLA'S "TELEFORCE" DEFENSIVE BEAM AGAINST AIR ATTACK

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Nikola Tesla, one of the truly great inventors, who celebrated his eighty-fourth birthday on July 10, tells the writer that he stands ready to divulge to the United States government the secret of his "teleforce", of which he said, "airplane motors would be melted at a distance of 250 miles, so that an invisible 'Chinese Wall of Defense' would be built around the country against any enemy attack by an enemy air force, no matter how large".

This "teleforce" is based on an entirely new principle of physics that "no one has ever dreamed about", different from the principles embodied in his inventions relating to the transmission of electrical power from a distance, for which he has received a number of basic patents. This new type of force, Mr Tesla said, would operate through a beam one-hundred-millionth of a square centimeter in diameter, and could be generated from special plant that would cost no more than \$2,000,000 and would take only about three months to construct.

A dozen such plants, located at strategic points along the coast, according to Mr Tesla would be enough to defend the country against all aerial attack. The beam would melt any engine, whether diesel or gasoline driven, and would also ignite the explosives aboard any bomber. No possible defense against it could be devised, he asserts, as the beam would be all-penetrating.

### High Vacuum Eliminated

The beam, he states, involves four new inventions, two of which already have been tested. One of these is a method and apparatus [section not legible] eliminating the need for a "high vacuum"; second is a process for producing "very great electrical force"; third is a method of amplifying this force; and the fourth is a new method for producing "a tremendous repelling electrical force". This would be the projector, or

the gun of the system. The voltage for propelling the beam to its objective, according to the inventor, will attain a potential of 80,000,000 volts.

With this enormous voltage, he said, microscopic electrical particles of matter will be catapulted on their mission of defensive destruction. He has been working on this invention, he added, for many years and has made a number of improvements on it.

Mr Tesla makes one important stipulation. Should the government decide to take up his offer, he would go to work on it at once, but they would have to trust him. He would suffer "no interference from experts".

In ordinary times, such a condition would very likely interpose an insuperable obstacle. But times being what they are, and with the nation getting ready to spend billions on national defense, at the same time taking in consideration the reputation of Mr Tesla as an inventor who always was many years ahead of his time, the question arises whether it may not be advisable to take Mr Tesla at his word and commission him to go ahead with his "teleforce" plant.

### Such a Device "Invaluable"

After all, \$2,000,000 would be relatively

a very small sum compared with what is at stake. If Mr Tesla really fulfills his promise, the results achieved would be truly staggering.

Not only would it save billions now planned for air defense, by making the country absolutely impregnable against any air attack, but it also would save many more billions in property that would otherwise be surely destroyed no matter how strong the defenses are, as witnessed by current events in England.

Take, for example, the Panama Canal. No matter how strong the defense, a suicide squadron of dive bombers, according to some experts, might succeed in getting through and cause such damage that would make the Canal unusable, in which our Navy might find it self bottled up.

Considering the probabilities in this case, even if the chances were 100,000 to 1 against Mr Tesla, the odds would still be largely in favor of taking a chance of spending \$2,000,000.

In the opinion of the writer, who has known Mr Tesla for many years and can testify he still retains full intellectual vigor, the authorities in charge of building national defense should at once look into the matter. The sum is insignificant compared to the magnitude of the stake.



## CONVERTING WATER INTO GASOLINE FUEL SUBSTITUTES

by Robert A. Nelson © 2001

Wouldn't it be nice if we could burn water for fuel? Think of all the money we could save, since water costs only 25 cents a gallon (this week!). It's a wet dream that has been fulfilled several times.

### Ramar Pillai's Herbal Formula

The most recent instance occurred in 1996 at the Indian Institute of Technology (ITT), where 30-year-old Ramar Pillai demonstrated the conversion of water to a hydrocarbon fuel by mixing it with a secret herbal formula he had discovered.

Scientists were understandably amazed by the experiment, which was organised by ITT chemist N. K. Jha. "It is incredible, but true," Jha said.

About two ounces of leaves and bark were boiled in a litre of water and then

cooled, and small amounts of salt, citric acid and secret chemicals were added. About a pint of combustible liquid that smells and burns like kerosene was produced within 30 minutes.

The National Chemical Laboratory in Pune, India, analysed the substance and found it to be a pure hydrocarbon with a boiling point of 170°C. The new fuel is more efficient than gasoline and it produces no sulphur exhaust. Researchers at the Indian Institute of Petroleum confirmed the reality of the process.

Ramar Pillai was granted 20 acres of land on which to cultivate the marvellous bush, and he applied for patents on the process. But then Pillai was accused of being a charlatan; allegedly he had added oil to the process by legerdemain, even as scientists watched him perform the experiment.

### Louis Enricht's Green Pill

In 1916, Louis Enricht announced that he had invented "a substitute for gasoline that can be manufactured for a penny a gallon". As a demonstration, Enricht allowed reporters to inspect the empty gas tank of an automobile. The reporters also tasted the water that Enricht then poured into the tank. He added a green pill, started the car and gave the reporters a ride around Farmingdale, Long Island.

William Haskell, publisher of the *Chicago Herald*, investigated Enricht's claims. He wrote:

"I examined the entire engine and tank. I even tasted the water before the mysterious green pill was dropped into the tank. Then I opened the petcock and examined the liquid, which now tasted like bitter almonds.

I also tasted the liquid at the carburetor, which was the same. I was amazed when the auto started. We drove it

around the city without any trouble."

A few days later, however, reporters learned that Enricht had been indicted for fraud in 1903 and had been involved in other phony schemes. Despite his lack of credibility, Enricht was able to get Benjamin Yoakum to finance him and organise the National Motor Power Company. Investigators from the British Army were given a demonstration and they reported: "The car operated as expeditiously and efficiently as it would have on gasoline."

The deal soured, however, and Yoakum sued Enricht, who was forced to open a safe deposit box in which he supposedly had placed the formula and a sample of the substance. It wasn't there, and the National Motor Power Company folded. Enricht eventually was convicted of another fraud (extracting gasoline from peat) and served several years in Sing Sing prison.

### John Andrews's Green Powder

In 1917, John Andrews approached the US Navy with his claim that he could convert fresh or salt water into a fuel with the same power as gasoline. The chemical costs were about two cents per gallon.

Andrews was allowed to demonstrate his invention at the Brooklyn Navy Yard, where a motor boat was fitted with a dynamometer for the test. Commander Earl P. Jessup, who was captain of the yard, said:

"We gave Andrews a bucket of water drawn from the Navy Yard [fresh water] hydrant by one of the yard attachés. He got into his car with a gallon can which we inspected and found to be empty, and a little satchel he carried with him. In about a minute he handed out the filled can which I personally carried to the open fuel tank. While pouring the liquid into the tank, Andrews held a lighted cigarette close to the liquid, which did not ignite.

That showed it was not gaseous or inflammable at that part of the demonstration, which to me was most important. The engine caught just as quickly as it would have done with gasoline, and after a moment's adjustment of the carburetor it settled down to its work, developing 75% of its rated horsepower, a remarkable showing with any fuel with so slight a readjustment of the carburetor."

In a second test, Andrews was put in an empty room with no possible way to get rid of the bucket of salt water with which he



Guido Franch demonstrating Mota. Photo by Tom Valentine.

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had been supplied, except to empty it into his one-gallon gas can. Commander Jessup said:

"In a minute he emerged with the can filled, and the engine again used it up, no difference being noted between the salt water and fresh. Besides myself, Rear Admiral G. E. Burd, the Industrial Manager of the yard, was present and with the precautions we had taken—our own Navy engine, tank and carburetor and our own men supplying the water—there was no possibility of deception.

"From a military viewpoint, it is almost impossible to visualize what such an invention means. It is so important that we have hurried an officer to Washington to make a report to the Navy Department. It is obvious that Andrews has discovered a combination of chemicals which breaks down water to a form that is inert until mechanically vaporized by the carburetor, when the spark causes it to burn as gasoline burns."

Walter Meriwether, the Navy editor of the *New York World*, met with Andrews at his home in McKeesport, Pennsylvania. Andrews was extremely paranoid. He said:

"Somebody poisoned my watchdog last week... The only reason my dog was poisoned was so somebody could get at me more easily. I am being followed everywhere, day and night. A lot of people know about my invention—how it will put every oil company in the world out of business. Two cents a gallon for a substitute as good as the best they can refine? I tell you, my life is not worth that [snapping his fingers]! Think of what my invention means to nations at war."

Meriwether offered to arrange for a thorough test of his invention with the Navy Department in Washington, DC, and Andrews accepted his help. Meriwether managed to arouse the interest of Secretary Josephus Daniels, who said:

"Tell the man to come on at once; I will have a submarine and airplane detailed and ready for him on his arrival."

Meriwether telegraphed Andrews, but received no reply. He returned to McKeesport, but Andrews could not be found. Meriwether then accompanied the police to Andrews's home, where they found signs of a violent struggle in the ransacked house. No trace was found of Andrews.

But Andrews had not been kidnapped or murdered; he had simply reported back to his seaman's post in the Canadian Navy. He returned to the USA in the 1930s.

In 1942, a reporter named James Kilgallen found Andrews living on a farm near Library, Pennsylvania. Andrews said that he had forgotten the formula.

Another version of the Andrews mystery states that he was found murdered in his home in 1937, and all of his notes and supply of green powder were missing. His sister allegedly took the notes and fled to Scotland, where she too was murdered only a year later.

**The fuel is produced with one pound of the reagent in 50 gallons of water. It burns clean and leaves no residue.**

**In one demonstration, a lawnmower ran for about 15 minutes on a small amount of Mota-treated water.**

The eminent journalist Tom Valentine, who has written numerous articles about suppressed technologies, once received a phone call from a man who claimed to be John Andrews, Jr. His innuendos could not be proved, of course:

"My aunt was killed, and then some of my relatives suddenly got rich; and I believe the process for making the powder is known, and the people who know are the Phillips Petroleum Company."

## **Guido Franch's Mota Granules**

The next person to demonstrate the conversion of water to fuel was Guido Franch, a former coalminer who tried for nearly 50 years to secure large financiers to fund his product. He, too, used a green powder to turn water into 105-octane fuel. He called it "Mota", which is "atom" spelled backwards.

Franch demonstrated Mota hundreds of times but never produced it commercially. He did, however, sell about 3000% of his rights to interested investors.

In 1973, Franch was subpoenaed to appear in Chicago's Federal Circuit Court

"with any records relating to the purchase or the proposed purchase of any fuel, fuel powder, or fuel formula" in his possession. He demonstrated his Mota transmutation in the presence of judges William Bauer and Philip Romiti, who believed what they saw, and Franch was acquitted of fraud charges.

The fuel is produced with one pound of the reagent in 50 gallons of water. It burns clean and leaves no residue. In one demonstration, a lawnmower ran for about 15 minutes on a small amount of Mota-treated water. An equal amount of gasoline lasted only three minutes. Mota fuel is very sensitive to sunlight, which will turn it back to water with a white powder residue.

Gary Bolz, a consultant on carburetion and fuel engineering, was able to test Mota with the help of chemists at Michigan State University and Havoline Chemical Laboratories. Bolz stated:

"The granules are dark olive green. As they enter water, they dissolve in a string of green, which begins to spread fiber-like throughout the water. As the water begins to react, there is a swirling effect. Reaction is complete in a few minutes. If the crystals are mixed in 1:1 ratio with water, the resulting fluid is highly explosive and can be detonated by a small shock. But it

isn't shock-sensitive when mixed at a normal ratio of one ounce of powder per half-gallon of water. The finished fuel is lighter than water."

Franch claimed that the manufacture of Mota was taught to him and others in 1925 by a German scientist named Alexander Kraft, who died in 1941. One pound of the green crystals can be produced from 25 pounds of coal at a cost of about US\$100.

Franch received about \$100,000 from small investors over a period of 40 years. He used that money to live on, and never manufactured any Mota. He received several serious offers from major investors, but his financial demands were unreasonable and nothing practical ever came of his demonstrations and negotiations.

## **Will the Secret be Rediscovered?**

It appears that we are obliged to continue buying and burning gasoline until some benevolent genius rediscovers the secret of extracting green crystals from coal and deigns to share it with us.

(Source: Robert A. Nelson, *Rex Research*, [www.rexresearch.com](http://www.rexresearch.com))